

SHIPPING NEWS

SHIP BOARD BEATEN IN ATLANTIC FIGHT

Large Liners Among 64 Now Crossing Atlantic

Story of How It Lost in Scramble for Provisions Contracts Is Divulged.

The story of a bitter fight by the Shipping Board against foreign steamship interests for a share in the transportation of provisions to Europe came out yesterday. The board was defeated, but is gathering its forces for a renewal of the attack.

Up to the early spring of this year provisions and contract periods were under the control of the North Atlantic Conference, composed of all except one or two of the transatlantic steamship lines. Then the United American Lines, operating a joint service with the Hamburg-American Line, abruptly withdrew from the conference, rates were opened to competition, and freight managers entered the market determined to the down shippers to long term contracts. They had particularly in mind the shipment of provisions, the most remunerative, large cargoes in transatlantic trade.

Either through failure of its representatives to offer attractive enough terms to the packers, or unwillingness to enter a rate war, the Shipping Board came out of the scramble for provision contracts empty handed. Contracts covering Hamburg, the leading provision port of Europe, went to the Red Star Line and the United American Lines.

The situation with respect to provisions has generally been regarded as largely responsible for the Shipping Board's decision to withdraw the cargo service to Hamburg operated by the Kerr Steamship Company. The board had reluctantly intrusted in the Rotterdam-based, however, and recently William J. Love, in charge of traffic, appeared at a meeting of the North Atlantic Conference to win a "better deal for American shipping."

The board, it is now reported, demanded a 50 per cent. share in the transportation of provisions from Rotterdam, second in importance, was won for the Holland-America Line. The situation with respect to provisions has generally been regarded as largely responsible for the Shipping Board's decision to withdraw the cargo service to Hamburg operated by the Kerr Steamship Company. The board had reluctantly intrusted in the Rotterdam-based, however, and recently William J. Love, in charge of traffic, appeared at a meeting of the North Atlantic Conference to win a "better deal for American shipping."

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TO CURB PACIFIC SMUGGLING.

Treasury Intensifies War on Drug and Liquor Running.

WASHINGTON, Nov. 25.—Federal forces on the Pacific coast have been strengthened for the war on smuggling. Assistant Secretary Clifford of the Treasury announced today upon his return from an inspection of the Treasury agencies at San Francisco.

Agents have been added to the forces at San Francisco and every effort is being made to close the coast to illicit liquors and narcotics. Mr. Clifford expressed great satisfaction with the efficiency of the Treasury agencies there.

Navy Orders

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau.

Washington, D. C., Nov. 25.

These naval orders were made public today:

Commander Walter G. Roper, to command the USS "Albatross" (Z-10).

Lieutenant-Commander Glenn P. Howell, to command the USS "Albatross" (Z-10).

Lieutenant-Commander Chas. A. Lucas, to command the USS "Albatross" (Z-10).

Lieutenant-Commander Wm. M. Quigley, to command the USS "Albatross" (Z-10).

Lieutenant-Commander Vaughn V. Woodward, to command the USS "Albatross" (Z-10).

Lieut. Wm. H. Thomas, to command Naval Air Station, Anacostia.

Lieut. Nelson W. Shelly, Medical Corps, to command the USS "Albatross" (Z-10).

Lieut. Michael J. Stubbs, Supply Corps, to command the USS "Albatross" (Z-10).

Lieutenant-Commander Ames Loder, to command the USS "Albatross" (Z-10).

Lieut. W. H. P. Blundy, to command the USS "Albatross" (Z-10).

Lieut. Martin R. Dier, to command the USS "Albatross" (Z-10).

Lieut. Herbert K. Fenn, to command the USS "Albatross" (Z-10).

Lieut. W. C. Darwin (M. C.), to command the USS "Albatross" (Z-10).

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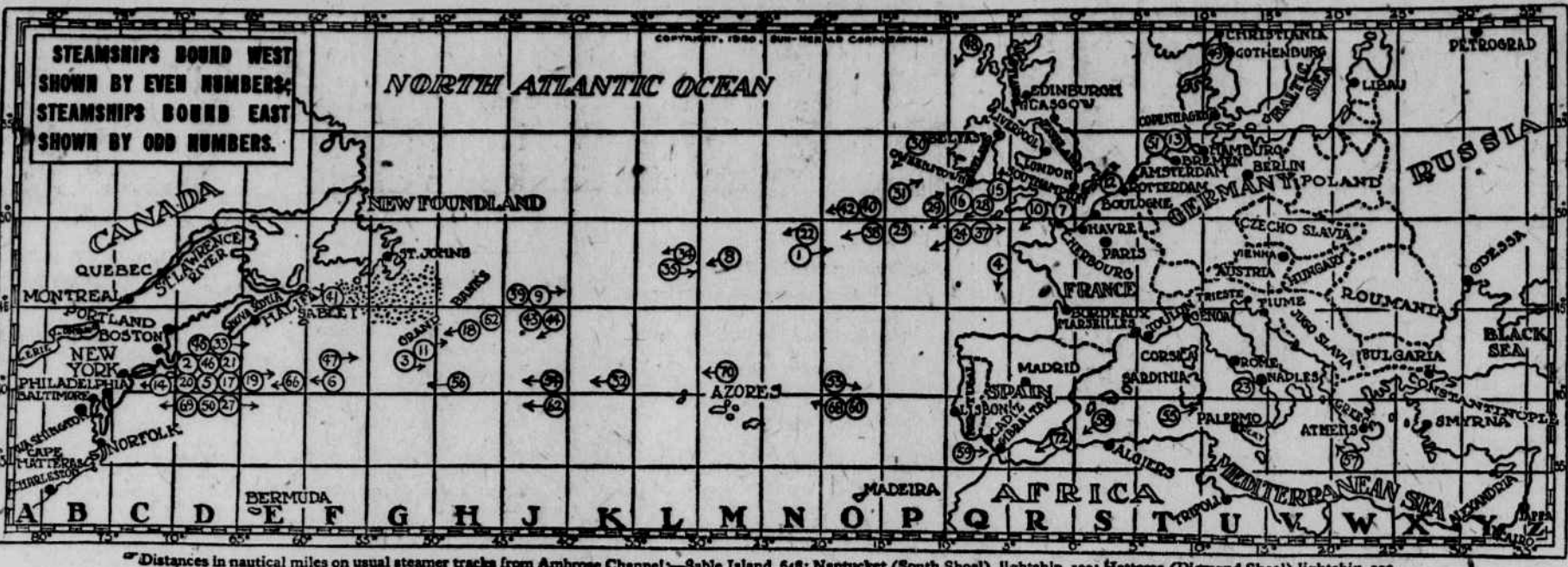
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Distances in nautical miles on usual steamer tracks from Ambrose Channel—Sable Island, 648; Nantuxet (South Shoal) Lightship, 193; Hatteras (Diamond Shoal) Lightship, 190.

Key to Chart of Steamships Crossing the Atlantic

POSITIONS SHOWN AS AT NOON TO-DAY.
LETTERS DENOTE LONGITUDINAL SECTIONS IN WHICH STEAMSHIPS ARE LOCATED.

BOUND EAST.				BOUND WEST.			
No.	Name.	Line.	For.	No.	Name.	Line.	From.
1	Paris.	French.	Plymouth and Havre	1	La Savoie.	French.	Havre via Vigo
2	Rochambeau.	French.	Plymouth and Havre	2	Le Havre.	French.	Havre via Vigo
3	Niagara.	French.	Plymouth and Havre	3	Le Havre.	French.	Havre via Vigo
4	Pres. Roosevelt.	United States.	Cherbourg and Bremen	4	Pres. Fillmore.	United States.	Cherbourg and Queenstown
5	Pres. Garfield.	United States.	Queenstown.	5	Pres. Van Buren.	United States.	Cherbourg and Queenstown
6	Mount Carroll.	United American.	Hamburg	6	Monrovia.	American.	Hamburg
7	Minnekahta.	American.	Hamburg	7	Cedric.	White Star.	Liverpool and Queenstown
8	Celtic.	White Star.	Liverpool	8	Adriatic.	White Star.	Liverpool and Queenstown
9	Baltic.	White Star.	Queenstown and Liverpool	9	Olympic.	White Star.	Southampton and Liverpool
10	Majestic.	White Star.	Cherbourg and Southampton	10	Kronland.	Red Star.	Antwerp, Southampton and Cherbourg
11	Zeeland.	Red Star.	Plymouth, Cherbourg and Antwerp	11	Lapland.	Red Star.	Antwerp, Southampton and Cherbourg
12	Cretic.	White Star.	Naples and Genoa	12	Aquitanie.	Cunard.	Southampton and Cherbourg
13	Berengaria.	Cunard.	Cherbourg and Southampton	13	Scythia.	Cunard.	Mediteranean Cruise
14	Scythia.	Cunard.	Mediteranean Cruise	14	Samarina.	Cunard.	Queenstown and Liverpool
15	Algeria.	Cunard.	Glasgow	15	Ordnans.	Royal Mail Steam Packet.	Bourne, Southampton and Hamburg
16	Volendam.	Holland-America.	Plymouth, Boulogne and Rotterdam	16	Volendam.	Holland-America.	Plymouth, Boulogne and Rotterdam
17	Volendam.	Holland-America.	Plymouth, Boulogne and Rotterdam	17	Volendam.	Holland-America.	Plymouth, Boulogne and Rotterdam
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CLOSING OF MAILS.

Foreign mails will close promptly as indicated below at the General Post Office and City Hall Station. Ordinary printed samples parcel post packages and registered articles close two hours earlier, except that registered articles have to be mailed between the hours of 8 AM and 12 PM. At the Foreign Station (corner of Morton and West streets) the mail closes half an hour later than at the General Post Office and City Hall Station. Supplementary mail closes at the General Post Office and City Hall Station, where double postage is required. SUPPLEMENTARY MAIL. The supplementary closing time shown below, which is half an hour later than the supplementary closing time shown below, is for a supplementary mail post office on the steamship pier is open to the public 14 hours before the scheduled sailing time and closes 10 minutes before the scheduled sailing time. Double postage is required. The supplementary mail is accepted on the pier at the time of sailing are shown below by a dagger (†) following time of closing of mail.

TRANSATLANTIC MAILS.

TUESDAY, NOVEMBER 25. Europe, Africa and West Asia (Canary Islands) must be specially addressed via Constantinople, and registered articles close two hours earlier, except that registered articles have to be mailed between the hours of 8 AM and 12 PM. At the Foreign Station (corner of Morton and West streets) the mail closes half an hour later than at the General Post Office and City Hall Station. Supplementary mail closes at the General Post Office and City Hall Station, where double postage is required. SUPPLEMENTARY MAIL. The supplementary closing time shown below, which is half an hour later than the supplementary closing time shown below, is for a supplementary mail post office on the steamship pier is open to the public 14 hours before the scheduled sailing time and closes 10 minutes before the scheduled sailing time. Double postage is required. The supplementary mail is accepted on the pier at the time of sailing are shown below by a dagger (†) following time of closing of mail.

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